

“WHAT’S THE DELTA?”



Dwight Bower: At our last meeting, one of the questions was “what is the delta?” The projected 30-year surface transportation need of \$20 billion was startling, but what do we currently spend on capital improvements and also how much do we spend on maintaining our current system. The \$20 billion estimate did not include inflation or growth.

Chairman Kempton’s estimate of \$22 billion used an entirely different method to calculate revenue needs and yet the total is very close to last month’s presented total.



Today, I will provide information about funds available each year for ITD, Local Highway Jurisdictions, and Public Transportation. I have broken these figures down to capital costs, maintenance/operations, and administration.

After reviewing Pam Lowe’s January presentation, ITD spend the following each year:

Capital Costs	\$283.4 M
Maintenance/Operations	\$135.6 M
Administration	\$ 21.8 M

ITD’s Total Revenue is: \$440.8 M
*(2005 \$)



From Byron Keeley’s January presentation, Local Highway Jurisdictions each year spend:

Capital Costs	\$105.7 M
Maintenance/Operations	\$115.3 M
Administration	\$ 23.4 M

Locals Total Revenue is: \$244.4 M
*(2002 \$)

FUNDS AVAILABLE EACH YEAR
(2005 \$)

PUBLIC TRANSPORTATION

Capital Costs	\$ 8.06 M
Maintenance/Operations	\$ 8.17 M
Administration	\$ ---NA---
Total	\$ 16.23 M

*No state funding

Finally from information supplied by ITD's Division of Public Transportation, transit providers each year spend:

Capital Costs	\$ 8.06 M
Maintenance/Operations	\$ 8.17 M
Administration	\$ ---NA---

Public Transit's Total Revenue is: \$ 16.23 M
*(2005 \$)

I then looked at the figures from the 30-year Capital Improvement Needs report and determined the following:

	Idaho Transportation Department	Local Highway Jurisdictions	Public Transportation
30 yr Capital Improvement Needs	\$12.5 billion	\$6.3 billion	\$1.07 billion
Available Funding	\$283.4 M x 30 yrs = \$8.5 billion	\$150.7 M x 30 yrs = \$3.2 billion	\$8.06 M x 30 yrs = \$241.8 million
30 year Shortfall	\$4.0 billion	\$3.1 billion	\$838 million

ITD's projected 30-yr capital needs are \$12.5 B, available funding for the next 30 years is \$8.5 B. ITD will have a \$4 billion shortfall.

Locals have 30-yr needs of \$6.3 B, funding of \$3.2 B, and a shortfall of \$3.1 billion.

Public Transportation has projected 30-yr needs of \$1.07 B, funding of \$241.8 M, and a shortfall of \$838 million.

The shortfall total comes to \$7.938 billion for the next 30 years and broken down to a yearly funding shortfall, I figure \$264.5 million additional funds will be needed to meet projected capital improvements.

Yearly Funding Shortfall

\$264.5 million*
Additional funding needed
To meet projected
Capital Improvements

*A shortfall of \$7.938 billion over the next 30 years
\$7.938 billion / 30 years = \$264.5 million per year
(without inflation).

The part that amazed me is that the 1996 Wilbur Smith Study reported an \$8 billion backlog in construction. The shortfall total that I came up with is almost \$8 billion, so I guess we would still be facing a backlog of construction if all things remain the same. Of course these figures do not reflect inflation and other factors.

Dixie Reid: Are other states going through similar processes to estimate their needs?

Question

Dwight Bower: Yes they are. This afternoon, Tom Warne will present other state projections/needs and methods they are using to address them.